The Political Rights of Women, Editorial Correspondence of N. Y. Independent. Beyond my expectation, I have found in the West a ripening and fruit-promising thoughtfulness on the question of the political rights of women.

If any man supposes that the discussion of this question is confined to a few writers and speakers, radical in their views and conspicuous in their minority, he does not discern the signs of the times. The claim of woman, as a citizen, to possess the citizen's franchise; the duty of a popular Government to acknowledge this democratic right; the pecuniary necessities of great multitudes of American women, to whom the elective franchise is the only hope of multiplying their employments, and of increasing their wages; the public need of woman's direct and personal influence on political opinion and civil administration-all these and many other branches of one and the same central subject are now eliciting the attention of nearly all the intellectual women whom I have had the good fortune to meet in the West.

Of course, fastidiousness, prejudice, and fashion deter many excellent and well-meaning

ashion deter many excellent and well-meaning ladies from giving, as yet, a serious thought to a question which is to occupy public attention in the future as the question of slavery has occupied it in the past. Many persons, who are not in the habit of treating other grave subjects with ridicule, treat this with an unpardonable levity. But let these jesting critics remember the great army of women in this country who are forced army of women in this country who are forced. army of women in this country who are forced to struggle for their daily bread; let them remember the poverty-stricken mothers of father-less children; let them remember the dependent sisters of half a million slain soldiers; let them remember the hosts of needle-workers, have now grown so numerous as to reduce their own wages to a mere pittance; let them remem-ber the school teachers, whose slender salaries are a disgrace to the system of free schools: let them remember the daily increasing throng of young women who, either in stores or factories, either by one employment or another, are earning just enough money to make them feel that they are earning none at all. Such solemn and sorrowful facts as these—seen by all eyes except those that are wilfully blind—ought to make the great mass of well-to-do American women attentive rather than frivolous towards a proposed remedy.

Whether or not women ought to vote is a

question on which women, like men, may entertain diverse opinions. But whether or not women ought to bave a wider range of employments, and a higher scale of wages, is a question on which neither any humane woman or man can generously hold a dissenting view. The purest soul and the fairest body with which God has honored human nature He has awarded to woman. It is a pity, therefore, that

so many true, good, and heroic American women are hardly able to keep soul and body A man has a hundred chances for earning a living where a woman has one.
This is neither generous nor just. It is a

grievous wrong. It is a crying social evil. It is this moment working a keen cruelty—nay, a bitter agony—to thousands of the noblest daughters of the republic.

I am not speaking at random. Here in the West—where nobody is idle—where all men and women work—I have listened to many an appeal from indefatigable women, saying, "God forbid that we should complain of our work; but is there no device by which we can earn better pay?" I met a lady in Iowa, a teacher ef Greek—a woman with more brains than Queen Victoria or the Empress Eugenie—and yet whose utmost earnings in the pursuit of her profession were forty dollars a month. I met the most respected and capable weman of a Western town, who, having suddenly lost her husband, and having three children to support, told me she knew not whither to turn for a livelihood; and she wept in despair. These two instances are types of two great classes—the class of underpaid teachers, and the class of dependent

What is the remedy for each? Shall we indict the Board of school-trustees for not paying a respectable salary to the teachers? No. The question of salary is not a question of generosity, but of business. Shall we make a charitable collection for the widow and her babes? on charity; or, if she will, she cannot find harity enough to live on. The remedy for both cases is to open the gate to a wider field of congenial and remunerative employment; so that a eacher, when teaching fails to command a good market, may find in something else a better eward; so that the mother of a family, if suddenly made a widow, may, with reasonable exertion, achieve a self-carned livelihood.

Now, does any silken-clad lady, rocking in a velvet chair, exclaim, What hinders this teacher from seeking already a better-paid occupation? or what hinders this widow from opening already what door she will? Then, madam, to speak trankly, let it be said that the hindrance is your own unsuspecting self—your blindness to the necessities of your own sisterhood—your unconscious contribution to a public sentiment which crowds dependent women into the narow circle of a few standard occupations, under the penalty, if such women venture outside of these, of suffering loss of caste. A man may choose to be a banker, or choose to be a mechanic; and yet, after either choice, one never thinks of saying that he has either gained or ost caste. But it makes a prodigious difference in public respect whether a woman lives at ease

on her husband's income, or whether she cuts

and fits dresses to earn her children's bread.

I am sorry to say that women are more aristocratic than American men. Now, of course, it is better for a woman to have money han to have none; it is better for a woman to have position than to have none; but let a woman who has money and position, and be-longs to aristocratic circles in the East, come and sojourn a while in the democratic circles of the West, and she will soon be washed clean of the tainted class-and-caste notions with which ner money and position may have contaminated The truest democratic equality which I have ever seen in any community whether between man and man, or between woman and woman, exists in some of the com-munities of the far West. The spirit of equality strikingly pervades not only Western men but Western women. And it is on this beautiful fact—a hopeful auspice for the Republic—that I base the prediction which I lately ventured in these columns, that the first State of the Union to achieve the political equality of the sexes will be a State west of the Mississippi—I mean Iowa. In the chief universities and colleges of Iowa -already the most radical State in the Union. not excepting Massachusetts - both sexes attend the same institution, and on equal terms; and this, in my view, is the only civilized method of conducting seminaries of learn-ing. Harvard and Yale belong to a former generation: their brows are ungilded with the dawn of the coming ers. Put five hundred college-boys by themselves for four years, without girls for class-mates, and four hundred than they entered. Put both sexes under the same roof—making the college something like the family—and the result will be a mutual and fity will graduate more vulgar-minded intellectual benefit, a mutual social refinement, and a mutual moral growth. And I have seen striking evidence that multitudes of young women who have been educated with young men, in Western institutions, are now putting to themselves this question;—'Since my education has cost just as much as my brother's; since I have passed through the same course of study; since I have graduated with the same diploma; and since I am now teaching to our classes the same lessons as he is to his, and with the same admitted fitness, why, then, am I entitled to only half the same salary which he

receives? madam of the silken gown and velvet chair! this echool-teacher's question ought to prick your quick wit into some better pastime than sturs and criticisms on a great question, which you know how to ridicule, but not how

why ought a woman, after doing a man's work, to receive but half a man's pay?

It only needs that this question shall be asked pertinaciously, asked unceasingly, asked clamorously, by the whole throng of American working-women, to set this whole nation to thinking; and when the whole nation is once set to thinking on this question, the wise thinkers will come to one and inevitable conclusion-and that is, Give the ballot into woman's band.

Rob the blacksmith of his franchise, and his wages will meit to one haif: he knows it, and holds fast to his political rights. And many toiling American women know as well as he the value of the elective franchise as a lever upon wages; and accordingly they want it in their own hands. Give the ballot to woman, and it will put money in her purse. Give the ballot to woman, and it will open a thousand new and profitable avocations. Give the ballot to woman, and it will write her name in gold over ten thousand shop windows. Give the ballot to woman, and it will clothe her children decently and send them to school.

Is the question of woman's ballot, therefore, worthy of contumely, or worthy of a fair hearing? Men and women of America! it is not a question for man's indifference or for woman's sneer. Every man having a wife, or sister, or mother, whom he may suddenly leave in poverty, is challenged to ponder it. Every woman who wishes the welfare of her own sex is in duty bound to give heed to it. Already it announces itself as the next great question of the victorial continuous. the nineteenth century.

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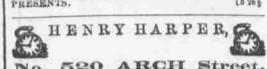
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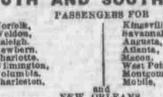
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On and siter TUESDAN, January I, 1887, Passenger trains leave the New Deput, corner Berks and american streets, Gaily (Sundas) excepted, as rollows;—At 7:45 A. M.—Morning Express for Bethiebem and Principal Stations oo North Pennsylvania Raitroad connecting at Bethiebem with Lehigh Valley Raitroad connecting at Bethiebem and Train and Wilmerster, Kingsten, Pittston, and all journs in Lehigh and Wyoming valleys; also, in connection with Lehigh and Mahanoy Raitroad for Mahanoy City, and with Catawissa Kalifosd, for Rupert, Danwile, Milion, and Wilmensorre at P. M. at a Rahaman, City and with Catawissa Kalifosd, for Rupert, Danwile, Milion, and Wilmensorre at P. M. at a Rahaman, City and Wilmensorre by this train can take the Lehigh Valley train, massing Bethiehem as 12:55 P. M., for kaston and points on New Jersey Central Railroad to Now York.

At 9.A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro', and Harawille, by this train, take the Stage at 1014 york road.

At 10:16 A. M.—Accommodation for Doylestown, stopping at Milmendate stations.

At 2 S. F. S.—Accommodation, by this train, take the Stage at 1014 york road.

At 10:16 A. M.—Accommodation, for Doylestown, stopping at all intermediate stations.

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At 2 S. F. M.—Accommodation, for Doylestown stopping at all intermediate stations.

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GOING SOUTH.
7:30 A. M., Through Train. Leaves Irvineton, at Junction of P. & E. R. R., stopping at principal stations, arrives at Oleopolis at 10 10, and at Oil City at 11 A. M., connecting with trains for Franklin and other

1-10 P. M., Through Train. Leaves Irvineton, stopping at all principal stations, arrives at Oil City at 5-5 P. M.
7-30 A. M., Pithole Accommodation, Leaves Olcopolis; arrives at Oil City at 8-16 A. M.
6-40 A. M., Pithole Accommodation, Leaves Olcopolis, and arrives at Oil City at 8-16 A. M.
GOING NORTH.
6-40 A. M., Pithole Accommodation, Leaves Oil City,

arrives at Oleopolis at 7-20 A. M., making close con nection for Pithole.

nection for Pithole.

9:23 A. M., Trough Train. Leaves Oil City, stopping at all principal stations, arrives at Irvineton at 12:40 P. M., making close connection with trains on P. & E. R. R., bound Kast and West.

12:50 P. M., Through Train. Leaves Oil City, stops at all principal stations, and arrives at Irvineton at 4:10 P., making close connection for points West, and connecting with latter train Easton P. & E. R. R.

5:40 P. M., Pithole Accommodation. Leaves Oil City arrives at Oilcopolis at 6:25 P. M., making close connection for Pithole.

By this routs, passengers leaving Philadelphia at noon, arrive at Irvineton at 6:25 A. M., have an hour for breasfast, and arrive at Oil City at 11:00 A. M., or 22 hours from the time of starting

fast, and strive at On City at 1100 A. a., of section the time of starting
Passengers leaving Eric at 10 25, reach Oil City at 4.50
P. M., or can stop at Tidioute and return to Eric same day,
Passengers leaving On City at 9.50 A. M., arrive at Philadelphia at 7.00 A. M., next day, or at Eric at 4.00 P. M. me day. Passengers leaving Oil City at 12 50 P. M., arrive at Eric

at 6:05 P. M. same atternoon, or at Philadelphia afternoon of the rollowing day All trains south leave Irvineton after arrival of trains or hiladelphia and Eric Raliroad, connect at Oleopolis for ithole, and at Oli City with trains for Franklin and other All trains North leave Oil City after arrival of train from

Franklin, connecting at Oleopolis with trains for Pichole, and at Irvineton with trains bound both East and West on P. & E. R. R. General Superingendent, Warren and Franklin Railroads.

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From Thursday, November 22d, 1866, trains leave fryineton (at the junction of the Philadelphia and Erie Railroad, 396 miles from Philadelphia) and Erie Railroad, 396 miles from Philadelphia, and Erie Railroad, 396 miles from Philadelphia, and Erie Railroad, 396 miles from Philadelphia, and Clicky at 950 A. M., 150 P. M. Express Train arrives at Tidioute at 230 P. M., Oleopolis at 915 P. M., and Oil City at 950 P. M. Going North To travineton.

Trains leave Oil City as follows:

910 A. M. Express Train arrives at Oleopolis at 950 A. M., at Tidioute at 1120 A. M., and at Irvineton at 12 nood, making close connection with P. and E. Railroad trains for Philadelphia and all points, both East and West. Passengers for Philadelphia by this train arrives there at 7A, M.

120 P. M. Mail Train arrives at Oleopolis at 135 P. M.; Tidledie at 235 P. M., and at Irvineton at 415 P. M.; Tidledie at 235 P. M., and at Irvineton at 415 P. M.; Tidledie at 235 P. M., and at Irvineton at 415 P. M.; Tidledie at 235 P. M., and at Irvineton at 415 P. M.; Tidledie at 235 P. M., and at Irvineton at 415 P. M.; Tidledie at 235 P. M., and at Oil City with Atlants of trains going South leave Irvineton after arrival of trains for Pit Hole City, and at Oil City with Atlantic and Great Western Railway frams for Reno Franklin and Meadwille, and with trains of Farmers' Railway for Rouseville, Humboldt, Plumer, Rynd, Tarr and Story Farms, Petroleum Centre, &c.

All trains going North leave Oil City and Oleopolis after arrival of trains from above points.

By this route passengers can leave Philadelphia at noon, arrive at Irvineton at 670 A. M., having 18 A. M. Time through only 2 hours. Or passengers can leave Philadelphia at 850 P. M., arrive at Irvineton passengers can in the depot.

At Irvineton passengers will find four comforta the 555 A. M. train South.
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Al 730 A. M. for Reading and all intermediate Stations.

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Leaves Philadelphia at 320 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia particular trains for Philadelphia at 420 P. M.; arrives in Reading at 720 P. M.

Trains for Philadelphia leaves Harrisburg at 810 A. M., and Pottaville at 835 A. M., arriving in Philadelphia at 1P. M. Alternoon trains leave Harrisburg at Reading at 1720 P. M., and Pottaville at 840 P. M. arriving in Philadelphia at 640 P. M. arriving in Philadelphia at 640 P. M. arriving in Fhiladelphia at 640 P. M. Connecting at Reading with Afternoon Accommodation South at Reading with Afternoon for Reading and all way stations, leaves Reading at 1120, and Downingtown at 1220 P. M., for Philadelphia and all way stations, leaves Reading at 1120, and Downingtown at 1220 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 83 A. M., and Philadelphia at 812 P. M. Leaves Philadelphia for Reading and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Polla delphia at 315 P.M. Leaves Philadelphia for Reading All the above trains von daily, Sundays excepted.
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Passengers for Downingtown and intermediato points take the 730 and \$15 A. M., and 430 P. M., trains from Philadelphia, returning from Downingtown at 7 A. M. and 1250 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 3 A. M., and 135 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Hailroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, &c., Returning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 2 and 970 A. M., and 235 P. M., passing Reading at 449 and 1951 A. M. and 135 P. M., and arriving at New York at 10 A. M. and 235 P. M., Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 2:10 P. M. Mail train for Harrisburg leaves New York at 12 noon.

SCHUYLKHILL VALLEY RAILROAD.

at 12 noon. SCHUYLKILL VALLEY RAILROAD. Trains leave Pottsville at 7 and 11:30 A. M., and 7:11 P. M., returning from Tamaqua at 7:35 A. M. and 1:40

Trains leave Potasville at 7 and 1130 A. M., and 711 P. M., returning from Tamaqua at 735 A. M. and 1140 and 415 P. M.
SCHUYLKILL AND SUSQUEHANNA BAILROAD Trains leave Auburn at 736 A. M., for Pinegrove and Harrisburg, and at 146 P. M. for Pinegrove and Tremont. Beturning from Harrisburg at 520 P. M. and from Tremont at 736 A. M., and 525 P. M.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Thefollowing tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. MICOLLES, General Superintendent, Reading.

COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired for families and firms.
Guod for 2800 miles, between all points, at \$5250 each, for families and firms.
SEASON TICKETS,
For three, six, nine or twelve months, for holders only, to all points, at reduced rates,
CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half price.

EXCURSION TICKETS.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets,

FREIGUT.

lad only at the Ticket office, at Thirteenth and Caslowhill streets.

FREIGHT,
Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets,
FREIGHT TRAINS
Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches, at 5 A. M., and for the principal stations only at 2:15 P. M.

HREIGHT LINES FOR NEW YORK AND T all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 TRAMSPORTATION COMPANY FREIGHT LINES for New York will leave WALNUT Street Wharf at 6 o'clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Branswick, and all points on the Camden and Amboy Raliroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Raliroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Raliroad connects at Phillipsburg with the Lehigh Valley Raliroad, and at Manankachunk with all points on the Delaware, Lackawanna, and Western Raliroad, forwarding to Syracuse, Bufialo and other points in Western New York.

The New Jersey Raliroad connects at Elizabeth with the New Jersey Central Raliroad, and at Newark with the Morris and Bisses Raliroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortieth Street, near the Drove Yard, or at Pier No. I, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to Wall-EE FREEMAN, Freight Agent,

1 18 No. 226 S. DELAWARE Avenue, Philadelphia.

1 18 Mo. 226 B. DELAWARE Avenue, Prinadelphia.

1867 -PHILADEL PHIA AND ERIE RAIL.

ern and Northwest Counties of Pennsylvanis to the City of Erie on Lake Erie, and is the most direct route to the great Oil Regions of Pennsylvania. It has been leased and it operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA. Arrive Eastward - Erie Mail Train, 7A. M.; Erie Express Train, 1°20 P. M.; Elmira Mail, 5°40 P. M.; Erie Express Train, 12 M.; Elmira Mail, 8°00 A. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

trains without change both ways between Philadelphia and Erie.

NEW YORK CONNECTION.

Leave New York at 9 A. M., arrive at Erie 10-00 A. M., Leave New York at 9 A. M., arrive at Erie 10-00 A. M., Leave Erie at 5-30 P. M., arrive at New York 4-40 P. M. LeavelErie at 10-25 A. M., arrive at New York 10-10. A. M. Elegant Siesping Cars on all the night trains. For information respecting passenger business, apply at corner THIRTIETH and MARKET Streets, Phila. And for freight husiness, of the Company's Agents, S. B. Kingston, Jr., corner Thirtienth and Market streets, Philadelphia; J. W. Reynolds, Erie; William Brown, Agent N. C. R. R., Baltimore.

H. H. HOUSTON, General Freight Agent, Phila.

H. W. GWYNNER, General Theket Agent, Phila.

1 15 A. L. TYLEE, General Sup., Erie.

FOR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILBOADS.—From Ferry foot o VINE Street. Philadelphia. 5 P. M.—Freight for New York, and points North or

SP. M.—Freight for New York, and points North or East.

11 A. M.—Way Freight.
Goods delivered at company's Depot, No 320 N. WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.
Freight received at Pier No. 32 North River, N. Y., by 430 P. M., will be ready for delivery in Philadelphia early the following morning.
FARK TO NEW YORK, TWO DOLLARS.
Ticket Office, Vine Street Ferry.
For urther information, apply to Company's Agents R. H. CHIPMAD, Freight Office and Depot, No. 320 N. WHARVES, Philadelphia.
J. B. BURT, Pier No. 32 North River, foot of DUANE. Street, New York.
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHESNUT Street.

General Freight Agent, Red Bank, N. J., C. HASTY., General Freight Agent, Red Bank, N. J., T. BRENT SWEABINGEN, General Agent, Philadelphia.

RARITAN AND DELAWARE BAY RAIL-will run daily, Sundays excepted from Cooper's Point. Camden, opposite VINE Street Ferry as follows:— 11:39 A. M. Way Freight for all stations; passenger 11:20 A. M. Way Freight for All Stations; passenger car attached.
6-10 F. M.—Through Freight for New York; passen ger car attached.
Freight rectived in Philadelphia at the Company's warebonse No. 320 N. DELAW'RE Avenue, until 5 o'clock F. M., reaching New York early next morning Freight boat leaves Fier No. 32, North river, New York, foot of DUANE Street, daily, Sundays excepted, at 5 F. M., leach ng Phila leibbia early next morning. The 9 A. M. train from Philadelphia, and the 11 A. M. train from New York, are discontinued. C. HASTY.

General Freight Agent, Red Bank N. J.
W. N. CLAYTON,
Superintendent, Red Bank N. J.
R. B. CHIPMAN, Agent,
No. 339 B. DELAWARE Avenue, Philadelphia RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTE PRILADELPHIA, WILMINGTON AND BALTI

more Railroad.

TIME TABLE,

Commencing Monday, December 24, 1886.

Trains will leave Depot, corner Broad street and
Washington avenue, as follows:

Express Train at 415 A. M. (Mondays excepted), fee
Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville,
Havre-de-Grace, Aberdeen, Perryman's, Edgewood,
Magnolia, Chase 8 and Stemmer's Run.

Way-Mail Train at 870 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Baltroad at Wilmington
for Crisfield and intermediate stations.

Express Train at 18 A. M. (Sundays excepted), for
Baltimore and Washington, Stopping at Chester, Thislow, Dinvood, Claymont, Wilmington, Newark, Extton, Northeast, Perryville, Havro-de-Grace, Abesdeen, Perryman's, Edgewood, Magnolia Chase's and
Stemmer's Bun.

Night Express at 11 (daily) P. M. for Baltimore and
Washington, Wilmington, with Dota-Stemmer Stum.

Night Express at 11 (daily) P. M. for maltimore and Washington. Connects at Winnington with Detaware R. R. Line (Saturdays excepted.) stopping at Middletown, Smyrna. Dover, Harrington, Sauford, Sailsbury, Frincess Anne, and connecting at Cristella with boat for Noriolk. Portamouth and the South.

Passangers by boat from Baltimore for Fortess Monroe and Noriolk will take the 11-5 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington. Wilmington.
Leave Philadelphia at 12:30, 4, 6 and 11:30 (daily)
P. M. The 4 P. M. train connects with the Delawara
Railroad for Milford and Intermediate stations. The
6 P. M. Train runs to New Chaile.
Leave Wilmington 7:15 and 8:30 A. M., 3 and 6:30
(daily) P. M.

Leave Wilmington 715 and 839 A. M., 3 and 638 (6ally) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Battimore at 725 A. M. Way Mail: 925 A. M.,

Express: 116 P. M., Express: 635 P. M., Express 539 P. M., Trains for Baltimore teave Chester at 449 and 912 A. M., and 628 P. M.

Trains for Baltimore leave Wilmington at 523 and 10 A. M., and 628 P. M., SUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 825 P. M., stopping at Havre-de-Grace, Perryville and Wilmington. Also, stops 54 Eikton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore) and at Chester to leave passengers from Baltimore or Washington.

Through Tickets to sil points West South and Southwest, may be procured at the Ticket Office, Na. 323 (HESNUT Street, under the Continental Hobel, Persons purchasing tickets at this Office can have their baggage Express.

H. F. KENNEY, Sup't.

PENNSYLVANIA CENTRAL RAILROAD.—

WINTER ARRANGEMENT.

WINTER ARRANGEMENT.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY, FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Railway. Those of the Chesunt and Walnut Street Railway run within one square of it. On Sundays the Market street cars leave Front and Market streets 55 minutes before the departure of each train.

Mann's Hagrage Express will call for and deliver
baggage at the depot. Orders left at the Office, No. 632
Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

lay. Philadelphia Express leaves daily. All other trains

daily, except Sunday.

Passengers by Mail Trian go to Williamsportwitk-out change of cars, and arrive at Lock Haven at \$18

sume any risk for baggage. except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by

yaile will be at the special contract.

For further information, apply to

JOHN C. ALLEN. Ticket Agent,

No. 631 CHESNUT Street.

SAMUEL H. WALLACE,

WALLACE,

WALLACE,

WALLACE,

WALLACE,

WALLACE, An Emigrant Train runs daily, except Sunday. For Il.particulars as to lare and accommodations, apply FRANCIS FUNK, No. 127 DOCK Street.

FOR NEW YORK .- CAMDEN AND AMBOY AND

Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave at follows viz;-

LINES FROM KENSINGTON DEPOT Will leave as follows:—
At 11 A. M., 4'30 6'45 PM. and 12 P. M. (Night) via
Kensington and Jersey City Express Lines, Fare 33'6.
The 5'45 P. M. line will run daily. All others Sundays excepted. At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, 6:45 P. M., and 12 Midnight, for Bristol, Trenton, &c., and at 10:15 A. M. At 7:30 and 10:15 A. M., 3, 4:30, 5 and 12 P. M. fee At 10 15 A. M., 3, 5 and 12 P. M. for Eddington. At 7:20 and 10:15 A. M., 3, 4, 5, 6 and 12 P. M., for Cornwells, Torrisdale, Holmesburg, Tacony, Brides-burg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
At 16 15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissing-

ming. BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, dally, Sundays excepted, from Kensington Depot as At 7:30 A. M. for Niagara Falls, Buffato, Dunkirk, Canandaigus, Eimira, Ithaca, Owego, Rochester, Binghanton, Oswego, Syracuse, Great Bend, Mont-rose, Wilkesbarre, Scranton, Stroudsburg, Water Gap. At7:30 A. M. and 3:30 P. M. for Belvidere, Easten, Lambertville, Flemington, &c. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethishem, &c.
At 5 P. M. for Lambertville and intermediate Sta-tions.
WM. H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN AND NOR-

ristown Railroad.
TIME TABLE.
On and after Thursday, November 1, 1886, until fur-On and after Thursday. November 1, 1886, until further notice,

FOR GERMANTOWN,
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 315, 345, 4, 5, 545, 6, 630, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown, 6, 7, 73, 8, 820, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 445, 6, 630, 7, 5, 9, 10, 11 P. M.
The 820 down train and 345 and 545 up trains will not stop on the Germantown branch.

ON SUNDAYS.
Leave Philadelphia at 915 A. M., 2, 7, 1045 P. M.
Leave Germantown at 815 A. M., 1, 8, 945 P. M.
CHESNUT HILL RAILROAD,
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 345, 545, 9and 11 P. M.
Leave Chesnut Hill at 710, 8, 940, 140 A. M., 143, 340, 540, 640, 840 and 1040 P. M.
Leave Chesnut Hill at 750 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 750 A. M., 1240, 540 and 922 P. M.
FOR CONSHOLOGOKEN AND NORRISTOWN.

P. M.,
FOR CONSHOHOCK EN AND NORRISTOWN.
Leave Philadelphia at 6, 8:25, 11:05 A. M., 1:20, 3, 4:26,
5:20, 6:15, 8:05 and 11:20 P. M.
Leave Norristown at 5:40, 7, 7:50, 9, 11 A. M., 1:20, 4:20,
6:15 and 8 P. M.
The 5:20 P. M. train will stop at School Lane, Wimahickon, Manayunk, Spring Mills and Conshohocken
only

hickon, Manayunk, Spring Mins and Constitutionally.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 130 and 645 P. M.,
Leave Norristown at 7 A. M., 5 and 830 P. M.

Leave Philadelphia at 6, 835, 1135 A. M., 130, 3, 435,
50, 645, 805 and 1135 P. M.
Leave Manayunk at 640, 730, 820, 930, 1130 A. M., 2,
545 and 830 P. M.
ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 645 P. M.
Leave Manayunk at 730 A. M., 530 and 9 P. M.
Leave Manayunk at 730 A. M., 530 and 9 P. M.

Leave Manayunk at 730 A. M., 530 and 9 P. M.

Leave Manayunk at 730 A. M., 530 and 9 P. M.

Depot. NINTH and GREEN Streets.

W EST JERSEY BAILROAD LINES, FROM

VEST JERSEY RAILROAD LINES, FROM
foot of MARKET Street (Upper Ferry).
LEAVE PHILADELPHIA AS FOLLOWS:
FOR Bridgeton, Salem. Milliville, and all intermediate
stations, at 8 A. M. Mail., 830 P. M., Passenger.
For Woodbury, 5 A. M., 830 and 6 P. M.
Wordbury at 330 P. M.
BEFURNING TRAIRS LEAVE
Woodbury at 715 and 840 A. M., and 454 P. M.
Bridgeton at 7:06 A. M. and 3:30 P. M. Freight, 0:30 P. M.
Bridgeton at 7:06 A. M. and 3:05 P. M. Freight, 0:40 P. M.
Milliville at 0:50 A. M. and 3:05 P. M. Freight, 6:10 P. M.
Gape May at 11:45 A. M., Passenger and Freight.
Freight will be received at First Covered What!
That received before 7:00 A. M. will go through the same flap
That received before 7:00 A. M. will go through the same flap
Freight Belivery, 50, 226 S. DELAWARE Avenue.
115
WILLIAM J. BEWELL, Superintendent.